

Old Oak Common Station

Find out more information about our proposals for Old Oak Common including:

- an overview of Old Oak Common today;
- our proposals for Old Oak Common;
- its key role during construction;
- the benefits of an Interchange, and how we would maximise them; and
- addressing the possible effects on the local area.

Old Oak Common today

Old Oak Common in West London is a large area of industrial space that has historically been used by railway companies for maintenance of trains and track, and is still used for that purpose today. Part of the site has recently been chosen to house a new train maintenance depot on the Crossrail line.

Our proposals for Old Oak Common

We propose using part of the existing Old Oak Common site to provide a new six platform station for the high speed lines with an additional eight platform station to serve the existing Great Western Line. The platforms would be at three levels: HS2 below ground; a large new station concourse above that; and the Great Western Main Line platforms above the concourse and to the side of the HS2 platforms.

The concourse would contain waiting areas, restaurants, shops, cafes and check-in facilities for international travellers. It would enable quick interchange via escalators between the platforms.

It is expected that several of the proposed eastbound Crossrail services which would otherwise start their journey at Paddington would start at Old Oak Common. This would ensure there should always be a train from Old Oak Common to central London with available seating.

This visualisation shows how the proposed station at Old Oak Common (looking towards London) might look. The high-speed station is shown below ground level, with the connecting Great Western Line station platforms to the right. These sit between the proposed Crossrail depot on the left and the disused Eurostar depot on the right.

Visualisation of proposed Old Oak Common Station



Source: HS2 Ltd

The key role of Old Oak Common during construction

Old Oak Common would be a key location during the construction of our high speed line. It would be used to launch the tunnel boring machines, which would dig the tunnels towards Central London. The site would be the base for other work to finish the tunnels, such as the manufacture of concrete, and it would also house staff offices.

The station itself would be built once the tunnels into London were completed. The hole created to launch the tunnel boring machines would be converted into the high speed station. Work on constructing the station building itself is not likely to start before 2022, and we anticipate it would take approximately two years to complete.

Maximising the benefits of the Old Oak Common Interchange

The new station would create a major interchange. It would allow passengers to change between HS2 services, the Great Western Main Line, the Heathrow Express, and Crossrail – which would run through to the West End, the City of London, Canary Wharf and into Essex. This would improve journey times to parts of London and relieve pressure on the proposed high speed London terminus at Euston. High speed services would also run to Continental Europe via HS1, the existing high speed line to the Channel Tunnel.

Although it is not currently part of the proposed scheme, it would also be possible to develop connections with London Overground services to Clapham Junction, Camden and Stratford, along with access to the Central Line.

The construction of a new interchange station at Old Oak Common would make a major contribution towards regenerating an area already identified as a priority for redevelopment. The Mayor's London Plan identifies the wider area of Park Royal/Willesden Junction as having the potential to accommodate 14,000 jobs and 1,500 new homes. Within this wider area, the London Borough of Hammersmith and Fulham's vision is to transform the Old Oak Common area with the potential to provide 1,600 homes and 5,000 new jobs.

The high speed interchange would act as a catalyst to transform the existing industrial area and surrounding neighbourhoods – providing new housing and major employment opportunities. Our estimates suggest that HS2 has the potential to contribute to the creation of 20,000 jobs at Old Oak Common and the wider area.

Addressing the possible effects on the Old Oak Common area.

The proposed location for the new station at Old Oak Common would be on a site already used as a railway depot. As well as this, the existing wider Old Oak Common railway lands are sufficiently large to build the proposed station without the need for us to take any further land outside the railway boundary. We do not believe that it would be necessary to demolish any homes in order to build the new station.

If the project is taken forward, we would work closely with the Greater London Authority, the London Borough of Hammersmith & Fulham councils, as well as local residents and businesses, to minimise the impact of construction on the local area.

If you would like more detail on this topic

Please visit our website – <http://highspeedrail.dft.gov.uk/> – where you will see the “High Speed Rail: Investing in Britain’s Future – Consultation” and the supporting documentation, as well as detailed maps of the proposed route between London and the West Midlands, images and visualisations.

